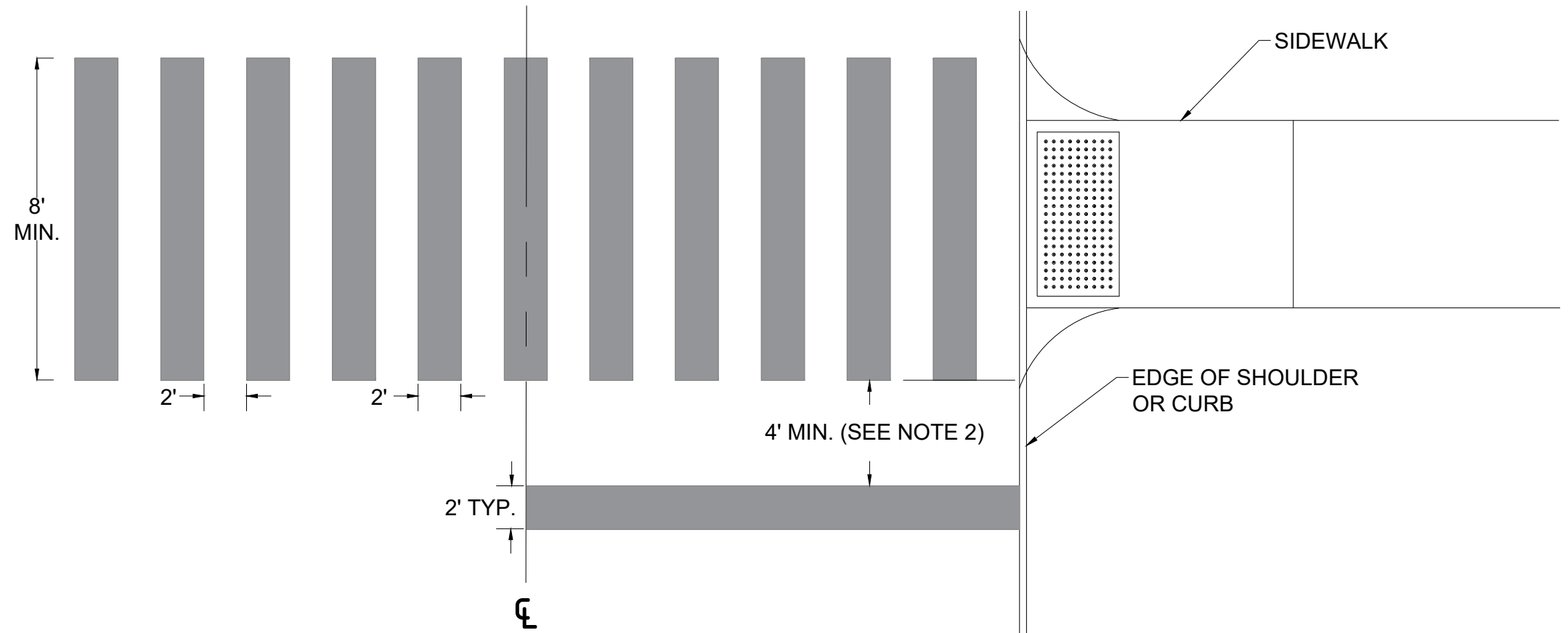


PARKING STALL DETAIL



STOP BAR AND CROSSWALK DETAIL

NOTES:

1. THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC. FOR EXISTING CONDITIONS, STRIPE IN EXISTING LOCATION UNLESS OTHERWISE INDICATED IN PLANS OR DIRECTED BY CITY ENGINEER.
2. IF A CROSSWALK IS PRESENT AT AN INTERSECTION, THE STOP BAR SHOULD BE PLACED 4'-0" AWAY FROM THE EDGE OF THE CROSSWALK, IN THE APPROACHING TRAVEL LANE.
3. THE WORD "STOP" WILL ONLY BE PLACED IN CASES WHERE IT WAS REMOVED FOR PAVING. THEY SHALL BE PLACED 4'-0" BEHIND THE STOP BAR, IN THE LOCATION OF THE EXISTING MARKING, UNLESS OTHERWISE INDICATED IN PLANS OR AS DIRECTED BY CITY ENGINEER. REFER TO VTRANS STANDARD E-191 FOR STOP MARKING LETTER DIMENSIONS.
4. PER MUTCD, STOP MARKING SHALL BE PERPENDICULAR TO THE ROAD.
5. USE PAINT MATERIAL TYPE INDICATED IN PLANS OR BID DOCUMENTS.
6. CROSSWALK BARS SHALL BE STEPPED AND NOT ANGLED, SO THAT THEY ARE PARALLEL WITH TRAVEL LANES.

NOT TO SCALE

PAVEMENT MARKING
DETAILS



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

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DESIGNED OMD	SCALE NTS
DRAWN ACP	DRAWING NO. T-3-BURL
CHECKED MS+JU	DATE 10/19/2023